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Anyone wishing to find same, call at the SECOND HAND STORE as we have one for sale also household Furniture, New and second hand, Stoves, Cooking utensils, Crockery-Ware, Glass, Ammunition, Tents, Wagon Covers, Mattresses, Beds, etc. Highest prices paid for Second Hand Goods. Cash or Trade.

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Oldtime Building, East of Royal Hotel
W. J. Smith
Dealer in New and Second-Hand Goods.
P.O. Box 91. WHITE AVENUE.

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Is now Complete and We are able
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and SHOES** at

Lowest Possible Prices

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REPAIRING DONE. WHITE AVENUE EAST.

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SASH, - DOORS, - LIME, - CEMENT
PAPER and other building materials.

YOU WILL PROFIT BY

giving us an opportunity to supply your
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Call on us before placing your
order.

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Warehouse and Yard Main Street,
ONE BLOCK SOUTH OF WHITE AVE.

Strathcona Pantorium

ALLAN BLOCK, WHITE AVE.
Black Mack and O'Brien's
Real Estate Office.

Clothes Cleaned, Pressed, and
Repaired

Shoes Shined Hats Cleaned
Called for and delivered

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Opposite C. P. R. Depot

OPEN DAY AND NIGHT

Gray Bros. not only have the
name but also the best rigs and
driving horses
in town.

PRICES, REASONABLE
ALL TRAINS MET

A single rig or family surrey
on hand night or day.

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GRAY'S**

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Fresh a d Cured Meats
Of all kinds

FISH AND GAME
IN SEASON.

Highest Market Prices paid for
FIRST-CLASS

DRESSED POULTRY
of all descriptions.

Phone 30



Beauty and Utility

Though worn as a necessity
a beautiful eye glass
artistically fitted is a fact
and ornament.

We will fit you with a frame
best adapted to your
features.

Cowles'

Drug Store,

PHONE 3.

TWO CENTS A MILE A GROWING POLICY

(Mail and Empire.)
Throughout the United States the
two-cent-a-mile rate on railways is
the rule. The States have recently
required the railways to reduce their
charge to that figure, and it is expected that other States
will follow. In New York the
companies have protested
against the compulsory legislation,
and Gov. Hughes has suspended the
act pending enquiry and action by
the new Public Utility Commission.
In Pennsylvania the roads are ap-
pealing against the two-cent law on
the ground that it is ultra vires. But
until the constitutional point is settled
the law must be observed. It comes
into force on Sept. 1 in Pennsylvania
and on July 1 in certain
if not all of the other States.

That the railways are fighting hard
against the change goes without say-
ing. Corporations do not readily
give in. The heading road concerned
its struggle with a bill in the
legislature that was under the two-
cent figure. The company proposes
that the persons going on short trips
should pay the fares of those making
long journeys. By the public, how-
ever, such an agitation was raised
that the company had to capitulate.
Had it not done so much of its lo-
comotive traffic would have
passed to the electric lines that at
once prepared to take care of it. The
Pennsylvania road threatens to cut
off excursion rates. But should it
have something to say. Moreover,
the abolition of excursion rates
will result in cutting out of one's home
the people who otherwise would not
travel.

The outlook is favorable to the
adoption of the two-cent system
throughout the States, and it seems
probable that when that becomes
a fact that it is available on all
roads will be adopted. People will
then be able to buy as many miles
of travel as they wish to use, and
when they like, the railways which
have the tickets back the right to
the money that has been paid for
them. While the tendency in the
United States is towards the two-cent
rate it is scarcely probable
that a higher rate will be allowed to
continue in Canada. Our people are
not so well off as to afford to pay
more for travel than the people of the
United States. But in addition to
this, Canada has subsidized the rail-
ways very heavily and the argument
has been advanced that some return
should be given in the shape of re-
duced rates.

The Canadian Pacific
received no less than \$25,000,000 in
cash, together with a large part of
the road already constructed, and is
bringing in large sums of money now.
These considerations may possibly
be advanced with a view to pro-
pounding a leveling down to the United
States made. A few years ago it
would have been impossible for Par-
liament or for the Railway Com-
mission to touch the Canadian Pacific
rates, owing to the terms of the con-
tract with the company. But now
the situation is changed. The com-
pany owns more than the amount
which the contract said it must own,
but the rates could be dealt with,
and such being the case, the author-
ities have the right to interfere. It
has often been argued that Sir John
Macdonald blundered in placing in
the contract the provision that the
rates may be regulated by the Govern-
ment when ten per cent. upon the
actual investment has been earned.
The adverse criticism made out that
per cent. was too much. But it is
to be borne in mind that that fig-
ure was a cut below the figure that
the Government permitted up to that time.
The Railway Act allowed the com-
pany to earn 10 per cent. upon their
expenditure before the Government
could interfere with the rates. The
fact that the ten per cent. provision
was so disadvantageous to the Govern-
ment could not be overlooked, and
protective of the public.

The great railroad earnings
have carried the Canadian Pacific far
past the ten per cent. basis and there-
fore, in the future, when public con-
trol of the rates cannot be exercised
has expired. The subject was up in
Parliament at the last session, on
the proposal for a law cutting pass-
enger rates to the two-cent limit.
That session the subject was re-
ferred to the Railway Commission.
That tribunal is expected to inform
Parliament of the exact situation,
that is to say, the rates chargeable in
Canada and in the United States,
density of population in which such
rates prevail, and the effect of the
two-cent rate upon travel, upon busi-
ness, and upon the finances of the
railways that have adopted it. If
the Commission has not taken action
on the subject, it is not probable that
Parliament will be forced
to deal with the question, and if public
opinion is strongly favorable to
the limitation of the example set
over, there can be little doubt that
legislation reducing the passenger
rate will go through.

UNCERTAINTY OF EUROPEAN TROOPS.

(Globe.)

The mixing of a French regiment
at a critical moment the other day
in the French military authorities.
It goes to show that, however
trustworthy soldiers may be in a
war against foreigners, they cannot
be depended on to suppress outbreaks
of their fellow-citizens. Russia has
had during the past two years a
great deal of such disappointing and
disagreeable experience, and it is not
improbable that it would fall to the
lot of any other European nation.
The government of which might find
it necessary to order citizens who im-
pose the law in the army to turn their
guns against citizens who are seeking

to better political conditions by re-

sisting to the use of force.
There is nothing surprising in the
prediction of deterioration of which the
effect is made apparent by nations of
soldiers and mercenaries. The main-
tenance of armies and navies is a costly
business, and for the most part
unnecessary. This is a plain
statement to the people who feel the force
as it is to the statesman who im-
poses it. Both are also the victims of
economic conditions that are not
requested, and so long as these are
modified and improved, there will
be no long with the "socialist" dis-
sentiments. A powerful disorganizing
force has been running through the
of philosophical patriotism is there
in this salient demonstration ap-
plying to regard. If control of the
money wasted on standing armies
and up-to-date navies were intellig-
ently devoted to bettering social
conditions more would be accom-
plished for the advancement of civilization
in a dozen times as many years as
achieve in a century.

MINISTER OF AGRICULTURE ON TRIP THROUGH PROVINCE

Crop Prospects Equal to Those of
Last Year.—Dr. Fanning a suc-
cess in the South.

(Bulletin.)

Hon. W. T. Finlay, minister of agri-
culture, has just returned from a trip
through the two provinces of Alberta
and Saskatchewan. Leaving Edmon-
ton he went to Prince Albert to be
present at the annual convention of
the Associated Farmers of Trade of
Western Canada, where he made the
question of the horse was transportation,
and how to improve it, and to
compel the railways to ease their
taxation and neglect with respect to
the non-competitive point.

"In all my travels," said Mr. Finlay,
"I saw no crops that were not
maturing. All that is needed now
is a good ripening season, and the
crop will equal the yield of last year."
The day, the better day, the crops
are as far ahead as they were at this
date last year.

"It is no doubt so good about the crop."
Speaking of his own district Mr.
Finlay said the fall wheat never has
been promising than during the present
season. In a drive through the
country he saw a field of rye that
was cut.

Mr. Finlay attended the opening
lecture at the Hall of Prof. Campbell
the day following, who has been
employed to give a series of lectures
on this subject throughout the south.
Over 200 farmers were there, and
the liveliest interest evinced by every
one.

"It was interesting to note," said
Mr. Finlay, "that many of the farmers
had accidentally used the method
outlined by Prof. Campbell which
stimulates the soil, in the most
economical and desired to learn
more."

In the course of an address at this
meeting Mr. Finlay stated that he
directed the president of the Agricul-
tural Society to prepare a report set-
ting forth the popularity of the sys-
tem with the people, and send it to
the department at Edmonton.
This will be done in every place
where the lectures and demonstrations
are given and the series of reports
will be sent to the department. If
the reports are favorable it is likely
the ministers will establish a small
experimental farm in the south
where the methods of dry farming
may be practically and regularly de-
monstrated.

Prof. Campbell drove for twenty
miles out of Medicine Hat when the
Minister of Agriculture, and he was
most favorably impressed with the
district and sanguine possibilities of
dry farming.

"They saw a patch of corn which
was eight inches high. Prof. Camp-
bell saw no means why corn could
not be successfully grown in South-
ern Alberta and from the fact of a
great host industry as in some of the
parts of the Union."

In the course of the districts where the
dry farming methods have been em-
ployed as much as 60 bushels to the
acre of wheat has been produced while
60 is a common average. The in-
creased yield coupled with the fact
that no expense for irrigation will
be needed is calculated to materially
lessen the cost of wheat production
compared with irrigation methods.
Besides it will take a long time to
bury any great body of the farming
region can be reached by irrigation.

GOOD GROUND COMING.

(Collier.)

No one will deny that the meteor-
ological records of 1907 indicate
no favorable has been the mercury in
our thermometer states that when the
fervid May day was ushered in on
wings of ice and snow, discouraged
farmers (except the ridge that per-
sists) are now "tenderly" trying to
make classic "Why is 1907 like a
lamb's year?" Because it was a good
year. But we are not obliged to ex-
amine a summer to make a ridge
good, nor is it to be reasoned that
because we rode into June on the
side without a cloud we are to
be short on crops. The
ridicule, however, gave the main-
tenance to all the one he needed and
now he is heard in Kansas, in Dako-
ta, and in Canada shouting "Short-
age" and "Crop Failure." Suffering
patiently from Father Frost as we
have been, we would gladly suffer
more if he would keep out far
enough to slip from our midst the mar-
ket growers who see all good things
reverted. Last year they were shout-
ing "Flood!" "Why?" But the wheat
crop was good and good and from
from any time. Now they cry
"Crop failure, and quote that fright-
ful lumber-jerk wagon joke. With
wholesale indignation Mr. James J.
Hill has put the White House "non-
senses" brand on these cries of false
and declared that the Dakota fields

and the prairie of Manitoba, Sas-
katchewan and Alberta were sev-
erely greater than they are today. His
prediction is equally "supported" by
the statistics of the trader and the
implement dealer, who, looking out
from the deep green carpet, spread
over the wheat lands are filling their
sheds with threshers.

Brackman-Ker Property On Market Monday

Shipman and Gerts have decided
to put the B and K property on the
market on Monday next. The anti-
vision faces on both sides of White
Ave. and is only five blocks from the
C.P.R. depot. The property is well
situated from the standpoint of drain-
age and is in location not surpassed
for residential purposes by any in the
city unless it may be "Saskatchewan
Ave." It is close enough in to be
classified really as a family property
and the present rate of the city's
growth the lots facing on White Ave.
will shortly be in demand for
business sites.

Besides White Ave., the extensions
of McDonald, Anderson and Hudson
avenues will run through the entire
section and will make desirable resi-
dential streets. Many people have
been some time waiting for the sale
of this property to open and are glad
now that the opportunity is about to
present itself for investment.
The sale of the B and K lots will
be held on Monday, the 26th of July.
The real estate market generally. The
terms are one third cash and balance
in six and twelve months and time
will range from \$500 to \$600.

CHRONOS

A bookmaker was robbed on Brook-
lyn Bridge of over \$6,000. We
thought that that honor among
thieves.

Sir Wilfred Laurier sails for Cana-
da on the 15th of July. He prob-
ably believes in the old adage: The
day, the better day.

The horse, winner of an Edmonton
paper called a crowd of horses on a
sublimation at the recent Vauxhall gave
him the horse laugh and he changed
it to Suffolk Punchers.

LOST—Brown tin trunk out of C.
P. R. Station in Strathcona, labelled
"Foster and Family." Came from
Edmonton. Suitable reward for in-
formation leading to recovery. Apply
to Chronicle Office, or Frank Cooper,
Strathcona. 40 why 47-48.

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"Piccadilly" Suits!

Irish Serge Suits, blue, at
\$30

English Worsted Suits at
\$17, \$15 and \$30

English Worsted, unfaded
black, at \$15 and \$30

English Worsted, grey, at
\$30

English Worsted, fancy, at
\$15, 10, 17, 13 and \$30

2 piece suits in single and
double breasted "Piccadilly"
brand at \$14

Good Canadian Tweed Suits
at \$8, 10, 12 and 13

We have a nice line of two-
piece suits at \$7

Our branded suits are made
by the very latest New York
style and are the best
tailor-made suits made
in Canada.



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J. F. WEIR,

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large range to choose from.

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